

Amendments to the Specification:

Please amend the paragraph beginning on page 2, at line 0005 as shown below:

In the case of the first power source, the engine speed can be decoupled from the vehicle speed since the generator acts as a torque reaction element for a reaction gear of the planetary gearset. This results in both a mechanical torque flow path and an electromechanical torque flow path, which function in tandem to deliver driving torque to the vehicle traction wheels. The generator reaction torque effects engine speed control as it provides a reaction torque in the torque flow path from the engine. This operating mode commonly is referred to as a non-parallel operating mode. If the generator is braked, the reaction element of the gearset also becomes braked, which establishes a fully mechanical power flow path from the engine to the traction wheels through the gearset. This is referred to as a parallel operating mode. An example of a powertrain configuration of this type can be seen by referring to co-pending U.S. Patent Application Serial No. 10/248,886, filed February 27, 2003, now U.S. Patent 6,991,053, dated January 31, 2006. This co-pending patent application is assigned to the assignee of the present invention.